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The China Mail.

ESTABLISHED 1846

October 29, 1919, Temperature 72

Rainfall 0.00 inch.

Humidity 76

October 29, 1918, Temperature 74

No. 17,766

三拜禮

號九廿月十年九十百九千一

HONGKONG,

WEDNESDAY,

OCTOBER 29,

1919.

日六初月九年己未

己未年八月

號九廿月十年九十百九千一

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EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

**GOVERNMENT PASSAGE-
REQUISITIONS.**

LONDON, October 22nd.
(Held back by Cable Co.)
The steamer *Summit* sails for the Far East on November 7th. Half her accommodation has been requisitioned by the Government, leaving under 20 berths for civilians.

FRENCH COINAGE.

PARIS, October 22nd.
(Held back by Cable Co.)
Owing to hoarding and melting down and export of coinage, in spite of prohibition against such action, silver coinage has practically gone out of circulation in France, although over 1,000,000,000 francs should be circulating.

**INTERNATIONAL TRADE
CONFERENCE.**

ATLANTIC CITY, October 22nd.
(Held back by Cable Co.)
The International Trade Conference opened today, with five nations represented, the object being the stabilizing of the world's commerce and determining the amount of credits needed by the war-stricken countries.

It is expected that steps will be taken to form a World Chamber of Commerce. The British delegate, Sir J. H. Simpson, stated that Britain did not ask for help. She only asked that business be not obstructed. Britain had always paid her debts and always would.

CHINESE TELEGRAMS.

[Translated for the China Mail from the *Wah Tat Yat Po*.]

SHANGHAI, Oct. 28.

The Peking Government has decided to construct a motor road from Peking to Tientsin.

The Premier says that all the secret treaties he knows of have now been disclosed.

Two Southern delegates are returning to Canton on the s.s. "Nanking."

Wong Yip Tong being a failure at the Shanghai Peace Conference, no one being willing to listen to him, Chu Kai Kim of Tientsin is being invited to take on the job.

**BETTER STEAMSHIP
SERVICE TO
THE PHILIPPINES.**

S.F. CHAMBER TO EXERT ITS
FORCE TO SECURE BOATS.

At a meeting of Foreign Trade Committee of the San Francisco Chamber of Commerce protest was made against the existing steamship service between the Pacific Coast and the Philippines by J. P. Rafferty, Director of the Bureau of Commerce and Industry of the Philippine Government.

Rafferty pointed out the wonderful opportunities for increased commerce with direct service operating via Honolulu and making Manila the American distributing port of the Far East. That this business will drift away from the Pacific Coast under the present shipping conditions was asserted by Rafferty and he claimed it as a duty of the United States Government to provide its insular possession in the Pacific with proper service. At the present time freight and passengers going to and from Manila have to travel by Japanese and Chinese boats, taking 30 days instead of 17 which direct service would give.

Philippines, stated Rafferty, are very loyal to the United States, prefer to do business with this country, and cannot understand why the United States ignores the matter of transportation, leaving them practically dependent upon foreign ships, for commerce and passenger transportation.

The members of the Foreign Trade Committee decided unanimously that it was essential that every effort be used to remedy the situation. It was agreed to endeavor by every means to have the first five large passenger steamers now being built by the Shipping Board allocated to the Pacific Coast-Manila run, and that in the interim every effort be made to increase the direct freight service. Representations will be immediately made to the Shipping Board by the Chairman of the Foreign Trade Committee, Marshall Dill and F. F. G. Harper of the Company of that name, to be later backed up and followed through by the entire resources of the Chamber.

JOHN MILNE AND HIS WORK.

REMOVAL TO OXFORD.

Professor H. H. Turner has published an appreciative article on the work done by the late Professor John Milne. He refers to the fact that nearly half a century ago a few young men were invited by Japan to come and teach the science of earthquakes. They responded; they taught their willing pupils to excellent effect; they also themselves learnt much in the teaching, and returned to notable careers at home. Incidentally also their attention was specially attracted by the earthquakes so common in Japan and so rare in England. One of them, John Milne, was led to devote his life to earthquakes, and on his return to England in 1885, with his Japanese wife, sought for a home where he might have some chance of studying earthquakes, however rare and small, at fairly close quarters. On the advice of his friend, Professor Judd, he selected Shide, near Newport, in the Isle of Wight, which he ultimately made so famous by his work that, as he used smilingly to say, "there are now maps of the world with Shide marked on them."

But almost at the moment when he was selecting this spot as the most probable seat of disturbance, his attention was diverted to quite other possibilities. It was found that very distant earthquakes could be detected with suitable apparatus; there was no need to camp close to headquarters, for the lines of communication stretched all over the globe. Milne did not, however, alter his choice of a home, though his reason for making it was now superseded. He set up at Shide, in a disused stable, his simply devised but delicate seismographs, and forthwith observed; not mere local disturbances such as he had at first intended, but earthquakes from Japan, from California, from Alaska, from the Philippines, from Siberia—earthquakes which shake the whole world, and which occur at the rate of more than a hundred every year, though comparatively few attract public attention by shaking down a big city.

A NETWORK OF STATIONS.

But these new possibilities altered the trend of Milne's ideas far beyond this change in his own immediate observations. He promptly conceived the idea of a network of stations scattered over the globe, which should compare their observations of each earthquake, thus giving, in the first place, information of the route at which the waves travelled; secondly, inferences as to the path of the waves through the earth; and ultimately, deductions concerning the nature of the earth's interior. Through his energy this great scheme soon became an accomplished fact. His ambition was to have the network of stations "all British," and he persuaded Colonial Governors, officials of cable companies, scientific friends abroad, and others, to set up in all parts of our Empire one or more of his simple instruments, and to send to him at Shide their photographic records when an earthquake occurred. In this great work, he was helped by the British Association and by a few generous friends, but no help from the Government was forthcoming, in spite of one or two promises. When the infant science had begun to grow, the Germans started an International Seismological Association at Strasbourg, to which our Government contributed an annual sum which would have meant so much, a few years earlier, to Milne. He felt the contrast deeply, and for many years could not bring himself to work with the new association. But ultimately his unflinching geniality triumphed, and he attended the meeting of the new association at Manchester, where he was most cordially and honourably welcomed as the pioneer of modern seismology.

THE FUTURE OF THE WORK.

In 1918 Milne died. His health had not been good for a few years, but the news of his death came as a great shock to his scientific friends, who were nearly all assembled at Bonn for the meeting of the International Solar Union. A telegram of sympathy and condolence from them, headed by the name of Prince Galitzin, who had become by that time the leading seismologist, was all that was possible under the circumstances. But there was the grave question of the future of Milne's work to be faced. Some members of the British Association Committee, which had helped him, and of which he had up to that time been the life and soul, determined to do what they could, to maintain continuity until some more permanent arrangement could be made.

The replacement of the early seismographs by better instruments was already overdue, and, at Milne's request, Mr. J. J. Shaw, of West Bromwich, had been experimenting on a new type. These experiments were not completed for a year or two, and meantime the war came upon us. Nevertheless, the work of making new machines to replace the old, and of keeping the Shide observatory running as a centre for the collection of information, has not flagged throughout the last half-dozen years. But gradually it has become more and more difficult to maintain the observatory at Shide. Mr. J. H. Burgess and Mr. S. W. Fring, who had worked with Milne in his lifetime, and continued the work under the superintendence of the B.A. Committee, for some years after his death, found themselves called away from Shide by business changes arising out of the war. Other local help was forthcoming, but when, early in the present year, Mrs. Milne found it advisable to return to her home in Japan for reasons of health, and consequently to sell the house to which the observatory is attached, it became clear that the maintenance of Shide as the central station was no longer feasible.

PLANS FOR REMOVAL.

Accordingly the instruments and books (bequeathed by Milne to the British Association) are being removed to Oxford provisionally, and a circular has been addressed to the various seismological stations, asking them in future to send to Oxford the information formerly sent to Shide. It is the best that can be done to maintain continuity at the moment; and the maintenance of British continuity was never more important. For Prince Galitzin died, during the war, and the highly efficient Russian organisation is presumably in the hands of the Bolsheviks. Germany has, for a time at any rate, made herself an impossible colleague; she has agreed by the Peace Treaty to withdraw from international associations. The information supplied by the stations of both these nations was, before the war, undoubtedly more accurate than that furnished by Milne's pioneer instruments. But the new pattern, constructed by Mr. J. J. Shaw, is capable of a very high order of accuracy, and the dissemination of such instruments, which is proceeding as rapidly as war difficulties permit, will restore the value of the British stations, even when regarded as units.

THE LAMP-POST SEISMOGRAPH.

It is pathetic that just at this moment it becomes necessary to remove his observatory elsewhere, though the work, and let us hope, the spirit of the work will be maintained unbroken. Some of the surroundings which have become familiar to workers and visitors from all over the world are being transferred from Shide to Oxford with the instruments, so that the old traditions may be preserved as long as possible. His seismological library, some volumes bearing the traces of the disastrous fire which attacked his house in Japan, was definitely bequeathed, with his instruments, to the British Association Committee above mentioned. But there are also the pictures, portraits of friends who helped him, photographs of landscapes torn by earthquakes, historic seismological records, and so forth. Some things must be left behind nevertheless; there is the old lamp-post which Milne bought for thirty shillings and fitted as a giant seismograph, which rang a bell in his bedroom when an earthquake came along. It was, however, not altogether a success in any of its functions, and its use has been discarded. It must be left behind with the piers all clearly marked with the amount of tilt due to a pull of one pound. Indeed, a finger-pressure of only an ounce or two set the columns in motion, so delicate was the adjustment.

The Milne Earthquake Observatory has been removed from Shide, Isle of Wight, to Oxford, owing to the sale of the late Professor Milne's residence at Shide by Mrs. Milne before her return to Japan next month. This is in accordance with the wish of Dr. Milne, who bequeathed the equipment of his famous observatory, including the library, to the Seismological Committee of the British Association, which, under the superintendence of the chairman, Professor Turner, will continue the work of the Milne Observatory at Oxford University.

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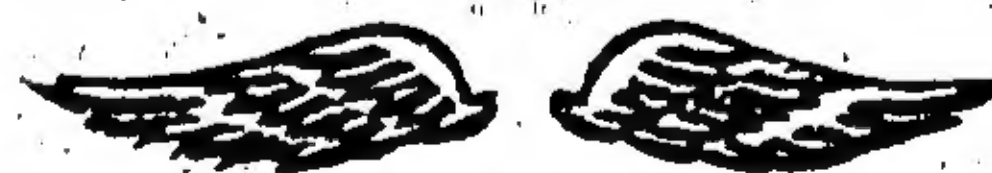
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TEA DANCES will be held on THURSDAY, the 30th October, 1914, from 4.30 to 7 P.M.

Up-to-Date Dance Music will be furnished by the Hongkong Hotel "JAZZ BAND."

Entrance to Dance Room, including TEA, \$2. per head.

J. H. TAGGART,
Manager.

Hongkong, October 29, 1914.

HONGKONG HOTEL.

TEA DANCE.

A TEA DANCE will be held on THURSDAY, the 30th October, from 4.30 to 7 P.M.

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Entrance to DANCE ROOM, including TEA \$2.—per head.

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NOTICE.

HONGKONG UNIVERSITY ENGINEERING SOCIETY.

THE OPENING LECTURE will be delivered by the President, Professor W. BROWN, on FRIDAY, 31st October, at 8.45 P.M., in Room K of the University.

Subject:—"JAMES WATT"

Some Lantern Pictures will be shown.

THIS LECTURE IS OPEN TO ANY WHO ARE INTERESTED.

J. T. PUN,
Hon. Secretary.

NOTICE OF REMOVAL.

ON WEDNESDAY 29th inst., we are removing to our new premises No. 25, Des Vaux Road Central. Removal will be completed by 1st November next.

New Stocks of Machinery, Office Equipment & Appliances will be exhibited in our main show-room on the ground floor, and with more extensive premises we shall aim to give our customers increasingly efficient service.

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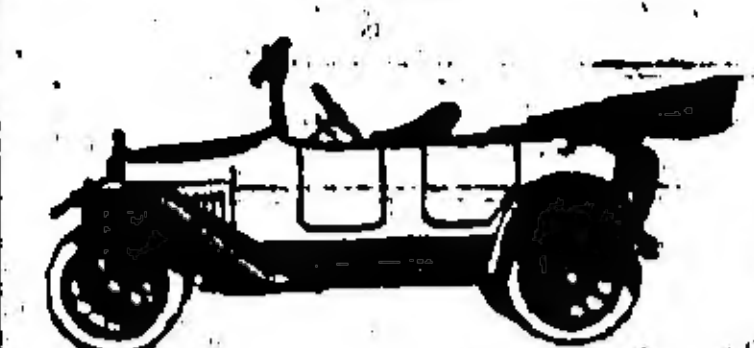
E. D. C. WOLFE,
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THE PROBLEM OF MR.
LLOYD GEORGE.

It is surely high time, now that Great Britain stands at the beginning of a new phase in its political development, for thinking men to take stock of the strength and weakness of the personality that has ruled this country during the past few years and is now making a prodigious attempt to continue to rule England during the immediate future. Mr. Lloyd George has had a tremendous career, ranking as a dramatic spectacle among the best in modern history. Any imbecile can throw bricks at the Prime Minister; but to see Mr. Lloyd George steadily and see him whole is a process that at once gives him justice by exhibiting his obvious gifts and damns him by revealing his undeniable weaknesses. The flair, the inventiveness that is all the more prolific in that it need not worry about money, the vigour and rigour of an unseeing and ever-ready opportunism which win so much success in war (though they need not be the only things), are precisely those qualities that have given Mr. Lloyd George his position of British war-leader; though it would be mere cant to pretend that he did not owe his access to supreme power in some degree to the favourable circumstances of political rivalry and (probably) intrigue. The Prime Minister has some amazing war feats to his credit, feats of despatch and instinct, which made him into something of a deliverer to a harassed nation, giving him that kind of unstable ascendancy that his picturesquely provocative earned him in the gay days of the Liberal Government of 1906.

But it is fair to say that Mr. Lloyd George did not reach very great spiritual heights during the war, and while Englishmen thanked him for shells and energy their souls turned to Mr. Wilson, and later to General Smuts. For intellectually Mr. Lloyd George has ever lived more or less by his wits. He has always been deficient in knowledge. This has always been his fundamental weakness, and it is a weakness that not only unfit him to be the head of an English Government at a time like this, but will cripple him if he persists in pursuing his "great political ambitions." For there was once a time when Mr. Lloyd George had in his person and policy something of the sanction of the prophetic office, and with it something of the freedom from formal criticism which the prophet rightfully merits. But it would be dishonest to suggest that he wears the prophetic mantle now, and it is the duty of the younger generation to read and point out his weaknesses, and say: "Thou art here and here!" The reconstruction which England awaits is a comprehensive one, not

merely and narrowly material, as one of the supermen of the Government would suggest, but political in the larger and finer sense. Such a reconstruction can only come from statesmen with a political philosophy backed by knowledge and a kind of political high seriousness. If England is to be preserved and to receive a new lease of life it will be by the government of a Cabinet, not of men that govern by adroitness and intelligent anticipation, but by a Cabinet which is rather a college of wise men. More than ever our need is that our problems should be solved by men with knowledge, departmental and technical indeed, but with something of the ideal aims of the statesman; and more than ever there is need that the government of the country should be the expression of a policy based, not on the pitiful exigencies of politicians living from hand to mouth and harried by the Sunday newspapers, but on an idea, a conception, a philosophy.

But of this there is not, and cannot be, any hope from Mr. Lloyd George. Let any reader recollect the chasm that he felt between the Prime Minister and Mr. Wilson, and particularly General Smuts. Possessed of no profound knowledge, or deep feeling, or great moral force, knowing next to nothing of all the best that has been thought and said in the world, Mr. Lloyd George is unfitted by character and equipment to usher in the new era; and indeed impotent to do so, even if he would, since he is bound by the entanglements which his secular ambitions have wound round him. Of him, in spite of the half-effective versatility of the political impresario, it is becoming increasingly true, in the words of the Dean of St. Paul's, that "it is indeed astonishing with how little wisdom mankind can be governed."

Our new leader will need something of the intellectual weight of the Liberal statesmen of the period before the war; a similar depth of mind but with a new orientation. It is impossible to bring about genuine economic reform not based on knowledge, science, and indeed on philosophy, a political *Weltanschauung*. While Mr. Lloyd George is playing the stale political game, there is arising at the universities a large number of young men, matured by the realities of the war, with a respect for knowledge and scientific method, and a deep appreciation of its necessity in statecraft, from whom conventional political prejudices based on emotional ignorance have dropped like winter weeds outworn. Not fanatics, not intriguers, they will nevertheless repudiate the nostrums of the politicians out of sheer distaste for bad thinking, of preference for mental cleanness and respect for the expert, and out of a conviction that the science of politics, if it is anything worth having, must be greater and breathe an ampler air than that of the material ends it subserves. Such men will soon emerge

BLOTTING PAPER ON THE
GOLF LINKS.HOW A GOLFER CAN BECOME
GREAT.

Mr. J. Campbell Haywood, of Greenwich, Conn., has addressed the following letter to the "New York Times":

A few days ago you published a letter from one Mr. Smith of New Rochelle complaining that the daylight saving law and interfered with his golf inasmuch as the dew upon the grass in the early morning spoiled the proper development of his drive, etc.

Mr. Smith lacks initiative, without which no golfer is or can become great. When I saw the dew I at once realized its handicap to my game. Did I allow my mental balance to be disturbed? I did not. I at once engaged a fore caddy and after supplying him with a sheet of large desk blotters sent him ahead some 200 yards or so to a spot where I anticipated landing my ball. From that point he carefully swabbed onward a pathway for my drive. In the event of my ball straying from the path through any unevenness in the ground, or temporary inadvertence on my part I replaced it in a dried spot under the rule relating to casual water. If dew is not casual water I do not know what it is, and when further on I fail to hole my mashie approach pitch, as I sometimes do, my caddy, with some small, narrow blotters, clears the line to the cup. The result, if the line is followed, is obvious.

Mr. Smith will find nothing in the rules against the use of blotting paper on the links. Our course is one of fine holes, so on the second round I discharge my blotting caddy and play over the spots previously dried. This makes the game pleasanter, as I have only one caddy to admonish and it reduces the H. C. G. (high cost of golf). I suspect Mr. Smith to be a farmer or a gas magnate with a light mind and to be endeavouring by his insidious and sinister propaganda among golfers to further some selfish end. He will not succeed. The true golfer, the reminiscent golfer, after he has related stroke by stroke the history of his game at the 19th hole, likes to walk home in daylight and not be haunted by untouched bogeys or outraged pars in the night shadows that line his way to rest. I strongly advocate saying daylight for golf.

Into the world from the lecture-halls of Oxford and Cambridge and other English universities, and they will be at the service of the new leader whose policy is not the opportunism of piecemeal capitulation, but is the policy of reform and development based on a coherent political theory and ideal.

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ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting
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Two minutes from Star Ferry.
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JUST ARRIVED
WINTER COATS
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COSTUMES.
JAEGER JERSEYS
AND
MUFFLERS.
SMART MILLINERY.

The China Mail.

NEWS, JUSTICE, PUBLIC SERVICE.

HONGKONG, WEDNESDAY, OCT. 29, 1919.

ADVERSARIA.

The vendor of Ly-mun House, bought that house by the Hongkong Government for \$20,000. He asks us to accept his assurance that this is so, and that our note was "inaccurate." He adds: "The rise in exchange made the price agreed upon a sufficiently attractive one; and that was the only circumstance that inclined me to accept a price which was lower than that paid for other houses of similar size and character in the same locality. A glance at the records of the Land Office—if you think fit to make it—will confirm the accuracy of what I state."

About 18 months ago Duncan Clark sold his place near by for \$27,000. It was a bigger house and had more ground. About a year ago Fore Bank East and West, a combined house of ten rooms, with a tennis court and much spare ground, changed hands for \$18,000. About the same time the Hongkong and Shanghai Bank sold two bungalows with approximately 50,000 feet of ground for about \$15,000. These and other comparative prices of houses in the same (Barker Road) district suggest, quite apart from the attractive increase offered by the higher dollar, an appreciation of house property in the short space of a year and a half that strikes us as abnormal. Our informant says that it was in conversation with the vendor himself, about 18 months ago, that the sum of \$20,000 was mentioned, by the vendor, as the value of the property. If it is worth \$11,000 more now than it was 18 months ago, all right. There can be no advantage in arguing that the vendor would have accepted less when he tells us himself that he would not. He is the only competent witness, after all, and we must take his word for it.

It is none of his business to quarrel with the other point we made, and he does not do so. We pointed out that having acquired the

property, the Government ejected two rent-paying tenants, and spent approximately \$1350 on "doing up" the house for the temporary occupation of a Government servant. This "temporary" occupation may extend over a long period, and some readers will think it would have been better to save the \$1,350 and go on taking the rent from the original tenants, thus cheapening the property for the purpose it was really bought for. But that shows how shortsighted they are. If this house appreciates in value at the rate of nearly a thousand dollars a month, look what the Government is saving by buying it before it really wants it.

The question of the newsboys who are to be licensed to sell the China Mail is now being looked into by a high official in whose fairness of mind we have a complete trust, so we do not discuss that. It is entirely without prejudice so far as that is concerned that we venture to call the Governor's attention to the point we raised, that in principle the inclusion of the newsvendors in the category of licensed hawkers is a clear infringement of the freedom of the Press, and contrary to Home practice. Is there any chance of this "banana skin" bit of legislation being rescinded? We hope so. The principle is big; the revenue involved is inconsiderable.

We have been threatened by Government officials before now, who resent the China Mail's freedom, not so much for anything we have said, but in fear of what we may say. Some of them thought we could be intimidated. When we noticed the other day that we were not getting the little odds and ends of information from Government House, we sent a reporter with a list of questions to His Excellency's secretary. We have had the following letter in answer to our questions:

The Editor, China Mail, Sir, with regard to your enquiry as to the reason for my having ceased to furnish you with the Government House news—this was on account of your failure to publish it in your paper after I had taken the trouble to send it down to you. On my arrival here the various press reporters were interviewed by me, and I was courteous enough to arrange to send any news there might be to them each day, thus saving their having to come up each morning. On the day in question the envelope I sent down was initiated by way of an acknow-

ledgment of its receipt but the news did not appear in your columns. Yours faithfully, H.S. McGRATH.

That's fine. We are satisfied, may put our scalping knife back in its sheath, and that there is to be no attempt to single us out for exceptional treatment, which, needless to say, we would resent. There has been trickery somewhere, but not at Government House. No official communiqué was ever received by us that did not go into the China Mail. Incidentally, we might mildly point out to His Excellency's Secretary that an editor should be allowed to decide whether to print such items or not. Not even the courtesy that sends them should bind us. But that's a point we needn't press. We shall investigate that initial, and try to ascertain who has been forging our chop. Meanwhile, we will expect now to have the official communiqué sent to us as well as to the others, since His Excellency's Secretary is disabused of the erroneous notion that we had scorned them, at the same time that we are relieved of the awful suspicion that his mind had been poisoned by military officers who—but we needn't go into that again. All's well that ends well.

He was overheard speaking in the lobby of the Hongkong Hotel, and there was some argument as to what language he spoke. It wasn't French. It wasn't any of the German languages. Besides, a German wouldn't be allowed here, and if he did sneak in he wouldn't be likely to give himself away by talking such a conspicuous lingo. One man who knows a little Russian said it certainly wasn't that. Finally a China Mail man had the stranger pointed out to him, and volunteered to interview him and so find out. The stranger said:

"Be? Ibe ad Abericad. Bost bed here seab to have rotted dub bad colds ad I've caught wud byself, dabbit."

A common symptom of insanity is "persecution mania," when a man gets the notion that enemies are conspiring against him. It almost looks to day as if we were backed into a corner of the padded cell, doesn't it? We certainly don't seem to have the worst luck. Our reporting staff go into debt and scotors, or it gets run over and outed. The conservative and conventional don't like us, and are quite enthusiastic in saying so. This shrewd and broad-minded love us and buy us but are too lazy to boost us. Majors and captains and things with tips try to snub us, and now the Cable Company plays tricks with us. Is it because we jeered at the bad work of Reuter's editing staff at the despatching end, or just a bungle plus our bad luck? Yesterday morning we got three telegrams, one telling how half the Somali berths were hogged by Government, another telling of the disappearance of French silver money, and the third mentioning an international trade conference at Atlantic City. We prepared them for the printer, had them all set and proofread, and had a line on the poster about one of them. At lunch time we had a chit from the cable company asking us to "please cancel" them. We tore up the poster, we distributed the type, and we published without "em. That was actual of pocket loss as well as disappointment. Since then the three cancelled telegrams have appeared word for word in the other three papers, and word for word a fresh copy has been sent to us, dated 7:20 p.m., Oct. 28. What's the game? Our business man is on the warpath about it, but a little publicity sometimes helps.

One of the telegrams out of which the CONFERENCE. Cable people diddle us told of an international trade conference at Atlantic City, with five nations represented, and some talk of a "world chamber of commerce." Evidently our idea of a Chamber of Commerce is wrong. We had thought it a combination of traders made to take united steps against competition by outsiders. There could be no outside the world chamber, since the inhabitants of Mars have not yet started dumping piece goods on our planet. Sir J. H. Simpson for Britain made what sounds like a fine old chauvineque oration. Britain did not ask for help, said he. She only asked that business be not obstructed. She had always paid her debts and always would. That makes us long for the rest of the speech. What obstruction was he aiming at? The worst obstruction to British trade we know of is foreign competition. Was he asking America and Japan to postpone their competition and give us a fair chance to get the German trade? Both America and Japan go far as Far Eastern trade is concerned, are more dangerous competitors than Germany was. That's the worst of Reuter. As soon as he does manage to pick a subject of interest, he merely peeks at it, and leaves us very much in the air.

They used to call the Cantonese the Scotsmen of China, but as things are now they seem more like the Irish. The Irish wanted Home Rule and

fought for it. On the point of getting it, they suddenly changed their minds and wanted something else. The southern Chinese are not likely to get an independent republic because they cannot agree among themselves about trifles and incidents. They have their schisms, their parties and cliques, and the latest news is that they have split over who shall be president of the Southern republic. They should have left that alone till they got the republic.

We are promised a piercing discourse for Sunday morning. On Sunday at the Wesleyan church at Wanchai the Rev. C. A. Gimblett will preach at 10.15 on "Why bother about sin?" The worst of it is that the sinners don't bother, and will not be there to hear him. It is usually only the good people who go to these opportunities of edification, and only they who "bother" about sinners. If we had any influence with those who ought to be bothering, we'd send them along, for this gimblett has point but never bores. All the seats are free, and there is no snobbery. The regular attenders are glad to shake hands "even with a soldier." The singing is hearty.

For years and years, much farther back than anybody can remember, the only "hold" that employers have had on their employees has been the power of giving them the sack. It has always been considered quite fair and right and respectable that an employee who doesn't give satisfaction may be given the sack. Speaking at Walworth Mr. Arthur Henderson showed that the right to strike was "the same thing 't'other way round." He was, however, against "direct action" for purely political purposes.

Another reader tries to throw light on the subject of how house property seems really to be appreciating in certain districts. We are obliging to him for his suggestion, and in a spirit of fairness give it equal publicity with our other notes on the subject. He says: "It would seem that certain properties have increased or will increase in value considerably. For instance, the properties you asked me about at the end of Barker Road and Magazine Gap will increase in value by 25 per cent at least, owing to the motor road and tramway that are at present under construction." There's something in that, as the opium searcher said when he pulled the box from under the Chinaman's bed.

ST. JOHN'S CATHEDRAL.

ORGAN RECITAL.

Another organ recital was given by Mr. J. W. White last evening at the Cathedral. The programme was interesting, but the attendance of music lovers must be said to be poor. Beginning with Bach's Prelude and Fugue in C Minor, Mr. White gave excellent music. The Serenade was ably rendered, and another attractive item was that of "Jour des Noces."

The soloists were Mrs. Otto Kong Sing and Mr. C. Bewley Bird, who rendered Lehmann's setting of Tennyson's "who loves not knowledge." Mrs. Kong Sing did very well in the "Eye hath not seen" from the "Holy City."

"The day is done"—was the concluding item.

A collection of \$53.35 was made.

GOVERNMENT HOUSE.

On Sunday afternoon His Excellency the Governor, accompanied by Hon. Mr. Claud Severn C.M.G., Hon. Mr. W. Chatham, C.J.G., and Hon. E. W. Carpenter motored over the new road from Kowloon to Castle Peak, returning through Fanling.

Yesterday H.E. Vice-Admiral Sir Alexander L. Duff, K.C.B., accompanied by his Flag Lieut., Lieut. R. Stewart R.N., paid an official visit to Government House and was received by His Excellency.

In the evening His Excellency gave a dinner party at Government House. There were present H.E. Vice-Admiral Sir A. L. Duff K.C.B., Miss Duff, H.E. Major-General F. Ventris, C.B.E., Hon. Sir William Rees Davies, K.C., Lady Rees Davies, Commodore V.G. Gunner R.N., Mrs. Gunner, Miss Gunner, Hon. Mr. Claud Severn, C.M.G., Hon. Mr. H.E. Pollock, K.C., Hon. Mr. C. McI. Messer, O.B.E., Hon. Mr. W. Chatham, C.B.E., Hon. Mr. E. R. Hallifax, O.B.E., Mrs. Hallifax, Hon. Mr. N. J. Stabb, O.B.E., Mrs. Stabb, Flag-Captain R. Henderson, C.B., H.M.S. "Hawkins," Commander N.A. Woodhouse, R.N., H.M.S. "Hawkins," Commander F. W. Bennett, R.N., H.M.S. "Hawkins," Flag Lieut. R. Stewart, R.N., H.M.S. "Hawkins," Pay-Lt. Com. A. Holborn, O.B.E., R.N., Mrs. Holborn, Miss Hammen.

LOCAL AND GENERAL.

To-day's dollar is worth 4/6 3/16d.

To-day's return of communicable disease shows one case of cholera.

The house-boat "Lady Godiva," which was advertised for sale by Messrs Hughes and Hough was not sold yesterday.

Messrs. Alex Ross & Co. are removing into their new premises today at No. 25 Des Voeux Road Central, which was until recently the Dragon Motor Depot.

Hon. Mr. S. H. Dodwell and Hon. Mr. J. Johnston will represent the Hongkong General Chamber of Commerce at the three days conference in Shanghai of British Chambers of Commerce in China. Other Chambers represented will be Peking, Tientsin, Chefoo, Mukden, Shanghai, Fochow, Amoy and Swatow.

Among those leaving the Colony on furlough on Thursday is the Rev. W. T. Featherstone, who came to Hongkong in September 1914 as Chaplain to the Bishop of Victoria and Assistant Master at St. Paul's College and who, since May 1918, has been Headmaster of the Diocesan Boys' School. From April 1915 to September 1919 he also acted as Chaplain of the Missions to Seamen, Hongkong.

It is not always the best thing to take a dog with you when going to Macao. A certain well known legal luminary was going to Macao this morning. He was in plenty of time. He was taking his pet dog with him. Near the Harbour Office his dog leaped from the risha and did a bolt. It had to be found of course. It was found, too. But the result was that as its owner was near the Wing Lok Wharf the Macao steamer was just pulling off. Verb sap.

There are now four new motor boats plying for hire in our harbour, the Walla-walla fleet, their presence due to the enterprise of an American business man. His business taking him much among the shipping, Mr. Nagel discovered a demand for convenient and quick transportation right and day, and promptly decided to meet it. We learn that these boats, which are handsome craft, are already very busy.

We are informed by His Lordship Bishop Porzont that the Reverend Fathers Paul Lee and Anthony Liu will celebrate their sacerdotal silver jubilee on the 1st November. The Revd. Paul Lee will sing the Mass at 7.30 a.m. at the Rosary Church, Kowloon, assisted by the Very Revd. Father de Maria, with Messrs. Francisco Tse and Peter Lee acting as "ministri familiares," and the Revd. Anthony Liu at the Cathedral of the Immaculate Conception, also at 7.30 a.m., assisted by the Revd. Andrew Leong, with Messrs. Simon Tse Yan and Choa Po Sien acting as "ministri familiares."

LEGISLATIVE COUNCIL.

For to-morrow's meeting the business is as follows:—
Hon. Colonial Secretary.—1. Financial Minutes. (Nos. 113 to 115).
2. Report of the Finance Committee. (No. 11).
3. Report of the Standing Law Committee. (No. 2).
4. Resolution under section 170 of the Public Health and Buildings Ordinance, 1903.

The orders of the day are:—
Hon. Colonial Secretary.—Second reading of the Bill intituled An Ordinance to apply a sum of not exceeding eleven million one hundred and seventy-three thousand two hundred and twenty-six dollars to the Public Service of the year 1920.
Hon. Attorney General.—Second reading of the Bill intituled An Ordinance to consolidate and amend the law relating to Places of Public Entertainment.

STREET GAMBLING.

A CONTINUAL DISTURBANCE.

Two men were charged before Mr. Lindell this morning with gambling in the lane behind the King Edward Hotel. The first defendant was also charged with offering a bribe of 10 cents to the constable who arrested him.

The second defendant pleaded "guilty." A Chinese constable said he saw the defendants playing cards, the first defendant being the banker. He arrested them, and was bringing them to the Station when he was given 10 cents by first defendant. The first defendant denied he had given any money. The constable said the defendant took it out from his pocket. He was fined \$5 or 10 days' on the first charge and \$10 or 14 days' on the second. The second defendant was fined \$3.

SANITARY BOARD.

CEMETERY ACHIEVEMENT GETTING TOO BIG.

At a meeting of the Sanitary Board, yesterday afternoon, the Hon. Mr. E. R. Hallifax presented the report of the sub-committee appointed to consider the application for a site at Apichau to be used as a burial ground for the Tung Kun community. He said it was undesirable to make Hongkong a cemetery for Chinese who died in all parts of the world. There was no particular reason why the Chinese who went abroad and died there should have their remains buried in this Colony. They had no connection with Hongkong, but were connected with their own villages, ancestral temples and burial grounds in South China, and the facilities of getting through Hongkong to their own burial grounds in South China were plentiful. It was true that Hongkong was responsible for all those who died here—and that was a great number. Mr. Hallifax then referred to the correspondence, setting out the possibility of granting more land, otherwise, the whole Island would be one big cemetery. As regards the permanent residents, the Government had made arrangements at Aberdeen for a Chinese permanent cemetery; that was to say, one where there would be no exhumations. If each district wanted a separate section in which they could conduct their own religious services, the Tung Wah authorities were prepared to meet this demand by giving a portion of the ground to each, but he thought that, as each district contributed to the Tung Wah, each district should be asked to contribute towards all burials in its own particular area. On the other side, the condition must be made that those Chinese who died abroad should not be allowed to be buried here. He moved that the application be refused, and the applicant be referred to the Tung Wah to see whether they could not come to a satisfactory arrangement. Mr. Tso seconded this motion, which was carried unanimously.

THE COMING GYMKHANA.

The following times were recorded yesterday morning, all gallops being on the Sand Course:—
Burning Daylight, 3 mile, 36 3/5, 1.12 2/5, 1.44 2/5.
Cue, 3 mile, 37, 1.12 2/5, 1.43.
Kirkdale, 3 mile, 37, 1.11 3/5, 1.45.
Johnstone's Unnamed Grey Sub, 3 mile, 40, 1.18 3/5, 1.52 3/5.
Coronet, 3 mile, 41, 1.18 4/5, 1.54.
Rab, 3 mile, 36 1/5, 1.10 2/5.
Gray Boy, last 3 mile, 37 4/5, 1.12 1/5.
Tonic, last 3 mile, 38 2/5, 1.12.
Alexander, last 3 mile, 36 4/5, 1.11 1/5.
Gentle Cat, 1 mile, 41, 1.19, 1.54, 2.26 2/5.
Red Ensign, 1 mile, 35, 1.10 2/5, 1.45 2/5, 2.18 1/5.
Bend Or, 1 mile, 38 3/5, 1.21 1/5, 2.05, 2.44.
Pink Eye, 1 mile, 37 1/5, 1.15, 1.59, 2.20 2/5.
Maybe, 1 mile, 39 1/5, 1.25, 1.52 4/5, 2.26 4/5.
Dalesman, 1 mile, 41 4/5, 1.22 2/5, 2.04 1/5, 2.40 1/5.
Rochester, 1 mile, 37 2/5, 1.14 2/5, 1.49 1/5, 2.21.
Scotchbox, 1 mile, 35 1/5, 1.10, 1.42 3/5, 2.21.
Smoke Box, 1 mile, 37 2/5, 1.15, 1.51 2/5, 2.27 2/5.
Morning Star, 1 mile, 35 1/5, 1.12, 1.47 3/5, 2.23.
Yeoman, 1 mile, 35 1/5, 1.12, 1.47 3/5, 2.26.

THE HANDICAPS.

"A" Class, 3 Mile.—Rochester, 158lbs; Scotchbox, 157lbs; Smokebox, 157lbs; Gentle Cat, 156lbs; Bend Or, 154lbs; Malcolm, 150lbs; Alexander, 149lbs; Burning Daylight, 149lbs; Maybe, 145lbs.
"B" Class, 3 Mile.—The Card, 158lbs; Kirkdale, 156lbs; Leander, 152lbs; Lovejoy, 150lbs; Dalesman, 149lbs; Whitefang, 145lbs; Rheostat, 145lbs; Excelsior, 144lbs; Snuffbox, 143lbs.
Five Furlongs.—Scotchbox, 165lbs; The Card, 157lbs; Kirkdale 155lbs; Leander, 152lbs; Lovejoy, 150lbs; Dalesman, 149lbs; Whitefang, 145lbs; Rheostat, 145lbs; Excelsior, 144lbs; Snuffbox, 143lbs.
Distance Handicap.—Tonic, scratch; Kirkdale, 5 yds.; Grayboy, 10 yds.; Leander, 15 yds.; White Chalk, 25 yds.; Whitefang, 30 yds.; Excelsior, 35 yds.; Rheostat, 40 yds.
-Mile-and-a-Quarter.—Pink Eye, 162lbs; Scotchbox, 157lbs; Gentle Cat, 156lbs; Rochester, 156lbs; Malcolm, 148lbs; Alexander, 145lbs; Burning Daylight 147lbs; Bend Or, 145lbs; Maybe, 144lbs.

DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of diphtheria in the neighbourhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also cleans out the entire body, which form in a child's throat when it has a cold, and minimizes the risk of contracting infectious diseases. For sale by all Chemists and Storekeepers.

AMERICAN RED CROSS SOCIETY.

ANNUAL MEETING OF HONGKONG CHAPTER.

The annual meeting of the Hongkong Chapter of the American Red Cross Society was held yesterday, at the American Consul-General's Office in Ice House Street. Mr. G. E. Anderson, Consul-General, presided. The following Executive Committee was elected:—Messrs. G. E. Anderson, W. D. Kraft, O. H. Ritter, D. M. Biggar, F. Parker, F. H. Moller, M. B. Young, Mesdames E. T. Singer, J. J. Cunningham, L. Dunbar and C. Richardson.

The receipts of the Society for the past year totalled \$13,536 16, of which \$10,915 92 was spent in purchasing supplies for the operation of the organisation in Hongkong, and \$1,932 50 was remitted to the Central Organisation by the local association. A sum of \$1,067 34 remained, which could be considered as "cash in hand."

During the year the local chapter made up from material purchased by itself 60 odd cases of bandages, garments, etc., which were sent, mostly to Siberia, for the comfort of the troops.

The present plans of the chapter are merely to keep the organisation intact against contingencies of all sorts, and to induce every American citizen in the Colony to become a member. The Central organization in America is in need of \$15,000,000, to carry on its work in all parts of the world, and has appealed to the local chapter for assistance. The American Red Cross is not only interested in the welfare of its nationals, but in the welfare of all the peoples of the world. It is not only looking after the devastated regions in Europe, but also the United States and Siberia. In many respects it finds its activities growing greater and it has just the same demand to-day as during the war.

An effort will be made by the local chapter to secure as many associate-members as possible. In this connection the Society wishes to acknowledge the part played by the American citizens of the Chinese race and their friends who have supported the association by becoming associate members, and it is hoped that they will continue their support. At present many of the Chinese on the list are known as magazine members, that is, associate members who are entitled to receive the Red Cross magazine, issued by the central organization. The present plan of the central organization, however, is to charge a separate subscription for the magazine.

"VANITY FAIR."

ANOTHER EXCELLENT PRODUCTION.

At the Theatre Royal last night, there was another good house to see the third performance. Leslie Holmes who has already become so popular with his ways of making merriment kept the audience the whole evening in a continual outburst of laughter. Miss Madge Griffith, sang sweetly twice. Steve Laurie created a sensation with his dancing. He always seems to have some new "stunt." Miss Shirley Cooke's rich contralto was again enjoyed and encored. George Graystone was another fun maker of merit.

The scenery and lighting were excellent in "Pacific Memories" introducing typical airs from the islands. The singing of "The Bells of St. Mary's" was warmly appreciated. Miss Vera Pain and Steve Laurie did a clever act in the hand-bag-fantasy. George Titchener the funny comedian, gave a number of jokes, and kept the audience laughing. To-night, Mr. Edgar Warwick has promised another good evening, and all should go to see, to hear, and to laugh.

To-night's edition of "Vanity Fair"—the fourth complete change of programme—will include an item that is calculated to make a very strong appeal to Scotchmen. It represents a Highland banquet, and has been found to rouse the audience to a very high pitch of enthusiasm wherever it has been presented. The staging and dressing make a very strong appeal to Caledonians. Another number which has been found to be a very successful one is a revised version of "Joan of Arc" specially re-written by Jean Desormes since the signing of peace and sung by Eileen Boyd with a striking tableau at the conclusion. Leslie Holmes has some further batches of humour to dispense, and to-night's bill is considered by many to be the best that "Vanity Fair" has to offer.

Attention should be drawn to the fact that there can only be three more performances by this extremely popular company. The season will positively close on Friday night. The plans for the rest of the season are on view at Moutrie's.

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprains, lameness, cramps of the muscles, bruises and like injuries as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Storekeepers.

THE MOMENTOUS PROBLEM OF CHINA'S SALVATION.

SUN YAT-SEN'S LECTURE.

As was anticipated, the Lecture Hall of The World's Chinese Students' Federation was unable to accommodate all those who sought admission to hear the timely message of Dr. Sun Yat-sen on the momentous problem of working out the national salvation of China, on Saturday night, the 26th inst. Notwithstanding the large number of persons that had been disappointed through non-admission, the distinguished speaker told, himself addressing a packed house, which did him full honour by listening with unusual attentiveness to his address which was punctuated by frequent applause and cheers. We give below a résumé of Dr. Sun's address.

I am invited here to-night to speak on "The urgent necessity to save our country." Now, why in the eighth year of the Republic are we still seeking means to save our country? It is because China has reached a most critical stage and we are in greater danger than ever before. We are threatened with internal as well as external dangers. Therefore effective measures must be adopted to save our country.

There are only two courses to adopt in order to save this Republic of ours. First, to maintain the status quo—that is to secure a genuine and permanent peace, by restoring the legal Parliament; second, by resorting to a radical change—that is, by beginning the revolutionary work again. Now, what is meant by maintaining the status quo? Several months ago, as you are aware, a Peace Conference was opened at Shanghai, prompted by the coming of the Five Powers. Practically all the questions were settled by the two delegations, excepting one, which was how to dispose of the Parliament. The Northern delegates declared that the North would never agree to recognize the Parliament and asked the Southern delegates to declare their attitude towards this question. To this the Southern delegates replied that it was only the only condition, upon which they would agree to win that question directly with Dr. Sun himself.

The Northern delegates, Mr. Wu Ting-fang, then came out and said that he would not do so. The North would positively refuse to agree to the demand advanced by the South to recognize some other alternatives. I compared these three alternatives. Since the Militariists have deprived the people of their sovereign power, by violating the Constitution of the Republic, then this power must be returned to the Revolutionary Government, were the founders of this Constitution. (2) If the Militariists are unwilling to do this on the ground that this power was wrested by force from the Manchus, then let them follow the example of Chang Hsin-shan returning this power to the Manchus, by effecting a restoration of the Manchu dynasty again. (3) If the Militariists are unwilling to do so then let them keep this power by declaring one of their Gang Emperors, as Yuan Shi Kai did.

I asked Mr. Wu Ting-fang if the North dared bring about this last alternative, and he replied me emphatically "No." The only possible way then is to restore the Parliament, I told Mr. Wu again. At this Mr. Wu shook his head and said good-bye to me. The Peace Conference came to a deadlock until Mr. Wang I-tung was appointed. Now you are united as a man to oppose Wang I-tung as the Chief Northern delegate. I cannot understand it. You say that since Wang I-tung is our arch-enemy we do not want him to come and negotiate with us. How absurd is your reasoning! Common sense tells us that there is no such thing in this world as to make peace with one who is already your friend, it is only with the enemy that we need negotiate peace.

Before Wang I-tung's arrival at Shanghai, he sent his man to sound me as to my attitude towards him as a peace-maker. I told his man that if Wang agreed to my condition of reconvening the Parliament I would do my best to facilitate matters for him. But when Wang left Peking, the whole South rose in opposition to him so he decided to remain in Nanking until the wave of opposition was over. Again Wang sent an emissary to me asking me what he had better do. I replied that if Wang really came down to settle the question of Parliament he could come to see me at once, and I would assume whole responsibility to settle peace with him myself. Accordingly Wang came to Shanghai to see me. We had a long and frank talk about the question of Parliament. Wang I-tung said that he was preparing to agree to both Parliament, combine and formulate the permanent Constitution. "That is not my condition," I replied. "My condition is the reconvening of the legal Parliament." Mr. Wang answered that this would be equivalent to an unconditional surrender on his part, which the Northern Militariists would strongly oppose and would not agree to. "As Wang came in, earnest to effect a peace and reconciliation and you realize the absurdity of it?" This

asked me for other alternatives. I repeated those that I made to Mr. Wu Ting-fang, besides adding that if all those alternatives are unacceptable to him, the last and best way for him is to join me in starting the revolutionary work again. To this Mr. Wang replied that he would consider seriously and give me an answer later.

"My fellow citizens, there are the two only ways of saving our country, either to maintain those institutions that were created for the Republic in Nanking or to start that whole work over again. It is for you to decide, what you wish and it shall be done. You may think that you have no power but by the Provisional Constitution of the Republic of China you have been made the masters of the land. Your power will be effective if you only know how to use it. Just look at the students' movement which adopted only passive measures yet what wonderful results were obtained in a short time. Unity is strength. If you now unite to act in the right way, to demand the restoration of your own rights, in the form of Parliamentary Government, I assure you that you will succeed. With me only my followers and I insisted that Parliament must be restored. For two years, although against overwhelming odds, we have half our own single-handed. If you will add your weight into the balance, I believe the Peking Government will not dare defy us any longer, thus a true and lasting peace can be secured. This is what I mean by maintaining the status quo."

If this could not be done then the only other way is to begin all over again the revolutionary work. "A revolution." Have we not had enough of revolution? Some of you may say. Many people say that the revolutionists know only how to destroy but not how to construct. That is still true so far as my followers are concerned, because we are only too anxious to go into constructive things, yet we have thoroughly destroyed the Manchu dynasty but left the old and rotten official system intact. Rather we do not know how to destroy. We destroyed an ancient but in its dead came three of the worst kind. Now the popularists, the Militariists and the intriguing politicians join supreme in this Republic. Follow Countrymen, as you are for you to order that these corrupt elements must go. Have you made up your mind to get rid of them? Some of you may say that you have no means to do so, but do you remember that a few days ago you celebrated the eighth anniversary of the Revolution? How was this Revolution effected? It was only by a lucky accident. It happened that the Revolutionary Headquarters at Wuchang was discovered by the Manchu Government's detective and arrests followed. So the engineering and the artillery corps, owing to fear of further arrests started the movement. It was Hsin-ping Chun's company that fired the first shot that delivered us from the yoke of the Manchus. General Hsin-ping told me that he started the fight with only two packages of cartridges which he obtained from a retired soldier friend. At that time cartridges were taken away from all the soldiers that were under suspicion. So you see how meagre were the means of the revolutionists when they started the great revolution which you now celebrate on the tenth of October every year.

There are at present fifteen divisions of patriotic army fighting the Constitutionalists' cause in the South. This patriotic army will not take orders from the people. That was why when I started the present war against the traitors of the North, the Militariists of the South strongly opposed my project. The Tsuchun Canton, where I made my Headquarters, was the staunchest supporter of the Peking Gang. When I revealed my scheme to him he immediately raised objections. But as the soldiers were with me he could not but let me have my own way. When the Southern Militariists saw that the Constitutional fight was a success they all joined in and proposed to make peace by recognizing Parliament in order to divide the spoils of the Country among themselves. That is why the Peking gang is so obstinate in regard to this question, because they know that the Southern Militariists are willing to betray the Parliament at any time.

"My Fellow Citizens, it is for you to decide if you will take the second step. I have at least fifteen divisions of patriotic army at the South and at least five divisions in the North who will be ready to take your orders. So do not fear that you have no power to carry out your wishes."

"Great peril now awaits us from the threatening Twenty-one Demands yielded by the usurpers at Peking. You demand that this dangerous treaty be abolished but how could the Militariists do it since they are absolutely under the control of that very Power with whom they can't treaty is made? But even if they could and would comply with your demand you are practically surrendering your own rights by giving the Peking usurpers the power of making and unmaking treaties. Do effect a peace and reconciliation and you realize the absurdity of it?" This

SPORT.

CRICKET.

C.S.C.C. 2ND XI. v. C.R.C. 2ND XI.

This match will be played on the Civil Service, on Saturday, commencing 2 p.m. The teams will be as follows:

C.S.C.C.—W. Hill (Capt.), F. Bacon, E. C. Fincher, R. Duncan, G. H. Haslett, S. E. Alderman, G. E. Roylance, E. T. Crocker, R. T. Taylor, S. Hamer and H. W. Sandford. Reserves: R. C. Watt and T. C. P. Foulds.

C.R.C.—Wan Ju Shing, Lo Man Pan, Yung Hin Lun, Lee Ying Chiu, Sun Kwok Leung, Hung Ho Chiu, Lai Yuen, Chan Hin Lee, Lee Ching Wini, Cheung Wing Kuf and Wong Po Keung.

H.K.C.C. v. C.R.C.

This friendly match will be played on H.K.C.C. ground on Saturday next, November 1, starting at 2.15 p.m. The teams will be as follows:—H.K.C.C.—D. E. Donnelly (Capt.), C. Blaker, R. A. Brand, A. Burnie, R. A. Green, J. D. Humphreys, R. Jacks, W. W. Mackenzie, L. D. MacNicol, E. J. R. Mitchell and C. C. Stark.

C.R.C.—H. Ching, C. Choa, C. Lee, Ng See Kwong, Sin Man Ping, Un Hew Fan, J. Wong, Wong Kwok Kwong, Wei Lee San, Yew Man Hon, Yew Man Tsun.

A MISSING FOUL.

\$5,000 WITH HIM.

The accountant of a shop in Queen's Road Central, has reported to the Police the disappearance of his job. On the 24th at 3.30 p.m., he was entrusted with the sum of \$5,000 in French banknotes to be brought to Haiphong on the s.s. "Hanoi." Nothing has been heard of him since.

It is equivalent to jumping from the frying pan into the fire, only making matters worse. You should know that the power of making and unmaking treaties rests with Parliament, hence to restore the Parliament to power means everything to you. If Parliament cannot be restored to perform its proper functions then the only other way to regulate this treaty is by effecting a revolution to overthrow the usurpers, altogether with the corrupt system of the old mandarinism. I trust you see wherein our salvation lies. It is for you, Citizens, as Masters of the Republic, to give us the mandate to act and I assure you that it will be fulfilled to your utmost expectations."

FIRE ON THE S.S. "HAIYANG"

The s.s. "Haiyang," which recently arrived from Singapore had a rather exciting time on the high seas. Nothing was known of a fire going on until large volumes of smoke were seen coming out of the holds. It was discovered that the coal bunker was alight. Immediate measures were taken and it was not very long before the fire was extinguished, but the bunker was flooded with water. The damage was slight.

A DARING PIRACY AT MIRS BAY.

A daring piracy is reported to have taken place at 1 p.m. on the 27th at Mirs Bay. The master of a junk says that while he was sailing from Mirs Bay en route to Hongkong an approaching junk hailed him to stop and lower the sails. No notice was taken. Some volleys were then fired, and the junk was obliged to stop. The other junk came alongside, and twelve men boarded it. The crew were put into a hold and shut in. A consignment of flowered pottery on board which cost \$359 was taken. The scoundrels have not yet been traced.

TO-DAY'S ADVERTISEMENT.

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

From KOBE.

THE Steamship "YATSHING."

having arrived from the above port, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Nov. 4, 1919, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, October 29, 1919.

TO-DAY'S ADVERTISEMENTS.

PERSONAL.

MESSES A. & B. are desirous that C. shall TIPPIN with them. They would like to know when C. is able to accept. Please reply Box 1159 of "CHINA MAIL."

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

October 31, 1919, at 10.30 a.m. at their Sales Rooms, No. 5, Des Voeux Road, Corner of Ice House Street.

HOUSEHOLD FURNITURE, &c. Removed to Salesrooms for convenience of sale.

Several dozen Hair Clippers, Silk and Woollen Goods, Hardware, &c., &c.

Terms—Cash.

HUGHES & HOUGH, Auctioneers, Hongkong, October 28, 1919.

(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

November 7, 1919, commencing at 2.30 p.m. at their Sales Rooms, No. 5, Des Voeux Road, Corner of Ice House Street.

A LARGE ASSORTMENT OF Valuable Chinese Porcelains, Curios, &c., &c., &c.

including:—A large variety of 5-coloured and 3 coloured Vases, Wall Plates, Table Screens, Blue and White Vases, and Incense Burners, Old Bronze and Brass Figures, Vases, &c., Kakemonos and Lacquered Ware.

The above stock include pieces of the Ming, Kungbi, Kienlung and Tzong-wong Periods. The bulk of which will be sold without reserve.

(Full Particulars from Catalogue). On view from 2 p.m. 6th November.

Terms—Cash.

HUGHES & HOUGH, Auctioneers, Hongkong, October 29, 1919.

AN AID TO DIGESTION. WHEN you have a fullness or weight in the stomach after eating you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Storekeepers.

NOTICES.

SEARONGBUT PRESERVE

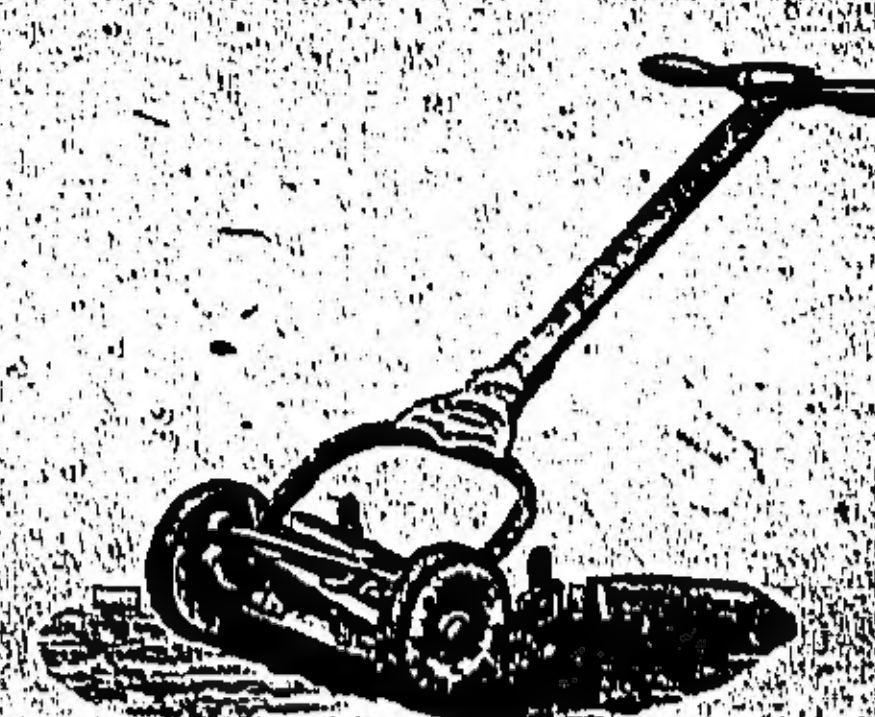
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RIVLEY TRINIS BALLY

LAWN MOWERS

THE FIRST CONSIGNMENT OF BRITISH MOWERS

RECEIVED SINCE 1917.



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OUR COURT MARKERS HAVE NO RUBBER BANDS TO PERISH, THEY ARE CLEANLY AND PRODUCE WELL DEFINED LINES.

TENNIS POSTS

TENNIS NETS

TAPE

SLAZENGERS

COURT MARKERS

MARKING PINS

LANE, CRAWFORD & CO.

NEW COLUMBIA RECORDS.

A 2280 MAUDIE MAZURKA Xylophone Solo.
A 1180 MIDSUMMER BELLS Bell Solo.
A 1180 CAVATINA Violin.
A 2305 ROMANCE
A 2305 RIZZICATO POLKA Bell & Xylophone Duet.
A 1157 MARCH-PATRIOTIC
A 1157 HERD GIRL'S DREAM Violin, Flute, & Harp.
A 1157 PARAPHASE ON "The Lorely" Prince's Orchestra.
THE ANDERSON MUSIC COY., LTD.
(THE COLUMBIA SHOP)
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Price per Case 6 doz. Pints, duty paid \$16.50.

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WINE MERCHANTS,

Tel. No. 125. 5, QUEEN'S ROAD, CENTRAL.

HONGKONG THEATRE.

ANNOUNCEMENT

There will be a - Matinee everyday at 5.15 p.m. (Sunday excepted)

Commencing from THURSDAY, 30th October.

30th, 31st October, 5.15 p.m.

Showing—Fox Film—Drama 7 parts

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"THE FOOL'S REVENGE"

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P. & O.-BRITISH INDIA
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AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.
SAILINGS FOR
MARSEILLES & LONDON.
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"PAINESSIN"	2nd November	4th December	12th December
"KRIYA"	1st November	17th December	17th December
"NOVARA"	16th December	17th January	24th January

For BOMBAY via STRAITS AND COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	15th November	29th November
"DILWARA"	16th December	30th January

For CALCUTTA via STRAITS AND BANGKOK.

S.S.	Leave Hongkong about	Due Yokohama about
"NOVARA"	16th Nov.	29th November
"ARRATON ATCAN"	19th Nov.	27th November (Kobe)
"DILWARA"	4th Dec.	7th December (Shanghai)

Wireless on all steamers.
Parcels Must not more than 54 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For PASSAGE, RATES, HAND-BOOKS, ETC., apply to—
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR PORT SAID.

For Freight and Particulars apply to DODWELL & CO., LTD., Agents.

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1. KINU Carries on through Bills of Lading to SOUTH AFRICAN PORTS
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OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.	CELEBRIS MARU	Saturday, 8th November.
ALPS MARU	End of November.	
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.	SAIGON MARU	Beginning of November.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.	SEATTLE MARU	Monday, 17th November.
BOMBAY & COLOMBO—Regular fortnightly service via Spore.	INDUS MARU	Tuesday, 4th November.
SAIGON MARU	Beginning of November.	
SAIGON HONGKONG, & SINGAPORE—Regular Monthly Service.	SHEN MARU	Saturday, 1st November.
MADRAS MARU	Middle of November.	
SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.	ADAM MARU	Monday, 17th November.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.	AFRICA MARU	Monday, 17th November.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st & 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.	KAIJO MARU	Sunday, 2nd November.
YAKAO via SWATOW & AMOY.	GOHJO MARU	Thursday, 8th November.
JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.		

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 744 and 745. No. 1, Queen's Building.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE S/S "KONG NING" (Captain GOING), will leave the Sai Kung Wharf (Connaught Road West) on October 31, for WUHOW via West River Ports.

This vessel has excellent European accommodation for first-class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience. An excellent table is provided.

Owing to the lack of hotel accommodation in Wuhow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—
BANKER & CO.,
1st Floor Hotel Mansions,
Messrs. THOMAS COOK & SONS,
Passenger Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	THROUGH	TO
HONGKONG, KAIKOW & HAIPHONG	KAIKOW	Oct. 30, at 10 a.m.
SHANGHAI	SHANGHAI	Oct. 30, at 10 a.m.
SWATOW & RINGAPORE	SHANGHAI	Oct. 30, at Noon.
SHANGHAI & TIENTSIN	SHANGHAI	Nov. 2, at Noon.
SWATOW & BANGKOK	KAIKOW	Nov. 4, at 10 a.m.
SHANGHAI	SHANGHAI	Nov. 4, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent State-room. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

HONGKONG LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
General Agents.

Telephone No. 35.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	THROUGH	TO
TIENTSIN via WEIHAIWEI	CHIEFONG	THURSDAY, Oct. 30, at Noon.
HAIPHONG via HOIHOW	TAIKSANG	FRIDAY, Oct. 31, at 8 a.m.
MANILA	LOONGSANG	FRIDAY, Oct. 31, at 3 p.m.
SHANGHAI via NINGPO	HONGSANG	SATURDAY, Nov. 1, Daylight.
STRAITS & CALCUTTA	YATSEING	SATURDAY, Nov. 1, at 3 p.m.
MANILA	YUENSANG	FRIDAY, Nov. 7, at 3 p.m.

CALCUTTA LINE—This line now offers regular sailings to Calcutta, Penang, and Singapore, calling at Hongkong, Swatow, and Amoy. Passengers are landed in Calcutta, avoiding the inconvenience of transshipment at Bombay.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, calling at Hongkong, Swatow, and Amoy. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately every five days between Hongkong and Haiphong, calling at Swatow, Amoy, and Fuzhou.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Shanghai and Chiao.

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"WEATLAND"	Calling at Shanghai and Kobe.	About November 17.
"ENDICOTT"	Calling at Shanghai and Kobe.	About November 17.
"ELKTON"	Calling at Shanghai and Kobe.	About November 17.
"ELDRIDGE"	Calling at Shanghai and Kobe.	About November 17.
"EDMORE"	Calling at Shanghai and Kobe.	About November 17.

For PORTLAND direct.

"WEST HARTLAND"	Calling at Shanghai and Kobe.	About November 27.
"WABAN"	Calling at Shanghai and Kobe.	About November 27.
"NISHIMURA"	Calling at Shanghai and Kobe.	About November 27.

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HONGKONG TO VANCOUVER

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FROM HONGKONG

TO VANCOUVER

Empress of Russia Oct. 30 | Nov. 17 |Empress of Japan Nov. 13 | Dec. 1 |Empress of Asia Nov. 27 | Dec. 15 |Empress of Russia Dec. 15 | Jan. 1 |Empress of Japan Jan. 7 | Jan. 25 |Empress of Asia Jan. 21 | Jan. 29 |Empress of Russia Mar. 5 | Mar. 23 |Empress of Japan Mar. 19 | Mar. 27 |Empress of Asia Mar. 26 | Apr. 3 |Empress of Russia Apr. 9 | Apr. 27 |Empress of Japan Apr. 23 | May 1 |Empress of Asia May 7 | May 25 |Empress of Russia May 21 | May 29 |Empress of Japan May 28 | June 5 |Empress of Asia June 11 | June 19 |Empress of Russia June 18 | June 26 |Empress of Japan June 25 | July 3 |Empress of Asia July 2 | July 10 |Empress of Russia July 9 | July 17 |Empress of Japan July 16 | July 24 |Empress of Asia July 23 | July 31 |Empress of Russia July 30 | Aug. 7 |Empress of Japan Aug. 6 | Aug. 14 |Empress of Asia Aug. 13 | Aug. 21 |Empress of Russia Aug. 20 | Aug. 28 |Empress of Japan Aug. 27 | Sept. 4 |Empress of Asia Sept. 3 | Sept. 11 |Empress of Russia Sept. 10 | Sept. 18 |Empress of Japan Sept. 17 | Sept. 25 |Empress of Asia Sept. 24 | Oct. 2 |Empress of Russia Oct. 1 | Oct. 9 |Empress of Japan Oct. 8 | Oct. 16 |Empress of Asia Oct. 15 | Oct. 23 |Empress of Russia Oct. 22 | Oct. 30 |Empress of Japan Oct. 29 | Nov. 6 |Empress of Asia Nov. 5 | Nov. 13 |Empress of Russia Nov. 12 | Nov. 20 |Empress of Japan Nov. 19 | Nov. 27 |Empress of Asia Nov. 26 | Dec. 4 |Empress of Russia Dec. 3 | Dec. 11 |Empress of Japan Dec. 10 | Dec. 18 |Empress of Asia Dec. 17 | Dec. 25 |Empress of Russia Dec. 24 | Jan. 1 |Empress of Japan Dec. 31 | Jan. 8 |Empress of Asia Jan. 7 | Jan. 15 |Empress of Russia Jan. 14 | Jan. 22 |Empress of Japan Jan. 21 | Jan. 29 |Empress of Asia Jan. 28 | Feb. 5 |Empress of Russia Feb. 4 | Feb. 12 |Empress of Japan Feb. 11 | Feb. 19 |Empress of Asia Feb. 18 | Feb. 26 |Empress of Russia Feb. 25 | Mar. 5 |Empress of Japan Mar. 4 | Mar. 12 |Empress of Asia Mar. 11 | Mar. 19 |Empress of Russia Mar. 18 | Mar. 26 |Empress of Japan Mar. 25 | Apr. 2 |Empress of Asia Apr. 1 | Apr. 9 |Empress of Russia Apr. 8 | Apr. 16 |Empress of Japan Apr. 15 | Apr. 23 |Empress of Asia Apr. 22 | Apr. 30 |Empress of Russia Apr. 29 | May 7 |Empress of Japan May 6 | May 14 |Empress of Asia May 13 | May 21 |Empress of Russia May 20 | May 28 |Empress of Japan May 27 | Jun. 4 |Empress of Asia Jun. 3 | Jun. 11 |Empress of Russia Jun. 10 | Jun. 18 |Empress of Japan Jun. 17 | Jun. 25 |Empress of Asia Jun. 24 | Jul. 2 |Empress of Russia Jul. 1 | Jul. 9 |Empress of Japan Jul. 8 | Jul. 16 |Empress of Asia Jul. 15 | Jul. 23 |Empress of Russia Jul. 22 | Jul. 30 |Empress of Japan Jul. 29 | Aug. 6 |Empress of Asia Aug. 5 | Aug. 13 |Empress of Russia Aug. 12 | Aug. 20 |Empress of Japan Aug. 19 | Aug. 27 |Empress of Asia Aug. 26 | Sep. 3 |Empress of Russia Sep. 2 | Sep. 10 |Empress of Japan Sep. 9 | Sep. 17 |Empress of Asia Sep. 16 | Sep. 24 |Empress of Russia Sep. 23 | Sep. 31 |Empress of Japan Sep. 30 | Oct. 8 |Empress of Asia Oct. 7 | Oct. 15 |Empress of Russia Oct. 14 | Oct. 22 |Empress of Japan Oct. 21 | Oct. 29 |Empress of Asia Oct. 28 | Nov. 5 |Empress of Russia Nov. 4 | Nov. 12 |Empress of Japan Nov. 11 | Nov. 19 |Empress of Asia Nov. 18 | Nov. 26 |Empress of Russia Nov. 25 | Dec. 3 |Empress of Japan Dec. 2 | Dec. 10 |Empress of Asia Dec. 9 | Dec. 17 |

HONGKONG, CHINA, & JAPAN.

NEWS FROM HOME.

BLOCKED DOCKS.

[From Our Own Correspondent.]

LONDON, Aug. 20.

My recognition of the difficulties of trade at this time has been much increased by a tour of the principal ports of the country. It has been an instructive experience. Everywhere the story is the same—importers pouring in to the docks, warehouses and transit sheds choked, vessels waiting—30 at Liverpool, 12 at London, 11 at Hull, 11 at Glasgow—for weeks to get a berth, because of the difficulty of landing consignments. In Liverpool the other day I found a long list of China steamers included in the waiters, and laid were the lamentations of all the traders concerned. Up country warehouses are full of goods and consignees cannot take deliveries; hence the quaysides are loaded with goods on which the dock authorities are charging penalty rates. But everywhere I have found the Government departments the worst offenders. Of 20,000 tons of cargo piled in the Liverpool sheds, with deliveries long overdue, most of the accumulation belongs to the Government, which has bought in enormous quantities, without making any preparation to store it. The consequence is the manifest sheds are choked, and independent merchants cannot get their goods away, or their ships cleared for weeks. It takes twice and three times the time to clear a China trading ship that it used to take.

The Liverpool provision trade is especially hard hit. In order to meet the problems a special committee has been set up, with Mr. Lawrence Holt, of Messrs. Alfred Holt & Co., as chairman, to devise means of additional transit. Motor means are to be used by the shippers, because railway trucks are 50,000 below the pre-war level and locomotives are also scarce, because of the drain on rolling stock through the war. All the railway works were the war, of which they turned out 1,500,000 trucks. All work on new stock ceased and repair work was diminished. So the rolling stock at home deteriorated, while the rolling stock lent to the war was seriously damaged. Of 30,000 trucks sent to France and Belgium, only 10,000 have come back so far, and every one of them is an engineer of a leading line said to me the other day: "We are running them tied up with bits of string." This playful exaggeration will serve, at any rate, to illustrate the problem of railway congestion.

After traders have got their consignments discharged from the ships, they are faced with the difficulty of getting them delivered inland. As early as 9 a.m. many railway goods depots are so choked with goods that they refuse to take any more for the day. So carts and horses take the loads back to the warehouse again, and next day the operation is repeated until a clearance is effected. All this entails deterioration in the goods, like bacon. There is waste on goods, added damage, interest on capital, storage and insurance charges. All these are added to the bill, and the poor consumer has to pay, every time. Some bacon importers have lost as much as thirty per cent. on consignments, through deterioration. Grain distributors are five months in arrears with deliveries. Their grain is at the docks but they cannot get deliveries, through the shortage of trucks, and so their clients—small millers up and down the country—are in danger of suspension for lack of supplies.

To meet the problem the Government is paying a high subsidy—the difference between the railway rates and the cost of the coastwise steamers—to attract traffic to the water routes. This is necessary because the Government in running the railways has maintained the railway goods rates at their pre-war level. In the meantime the coastwise steamers have been scattered to the four corners of the earth. Those that remained have raised their rates enormously, and the result has been that a very heavy proportion of the normal coastwise traffic was thrown on the railways. But the economists criticize the Government's policy. They say if the railway rates are too low they should be raised, instead of the Government paying the losses on the railways and a subsidy to the coastwise steamers. There again the taxpayer and consumer pays, as usual. We are beginning to see some of the causes of high food prices.

As I have said, Government departments are the worst offenders. They have loaded up the London docks, for example, with wool. In five weeks they brought in over 500,000 bales, when the Port authorities only expected 225,000 bales. Wool, being bulky, now blankets the entire port, to the utter confusion of the quays. The result is that barrels of produce lie about for weeks. I have seen Chinese land turned out that had so deteriorated it looked like greasy rags. Whenever the Government official gets his hand on commerce he leaves his heavy thumb-mark of inefficiency.

LABOUR IMPROVING.

The recognition by some courageous labour leaders of the urgent need

for production and a fair output of work if the country is to be restored to prosperity, is having excellent results. The slackening of effort that has now lasted for months, shows signs of improvement. The reduction of the hours of labour—from 52 to 44 hours a week, in most trades—has naturally disturbed the balance of things and that is one of the prime factors in the development of our present troubles. If the men are now going to put their backs into their work and "deliver the goods," we shall soon be exporting in such quantities as to improve the exchange rates.

THE MODERN GIRL.

A correspondent makes the following comments on that interesting topic of to-day—the modern girl—"No one, in print at least, seems to have paid any attention to the modern girl since the war. Before the outbreak of hostilities we heard first of the New Woman, then of the Militant Woman, and after that lamentations, probably from soured spinsters, about the girl of the day. We were told she had no manners and upset being manlike. The girls were said to be young married women fairly swept the eligible men, a monopolised the eligible men, a statement that seemed contradicted by the number of early marriages in Society, with the coming of the war the girl of the day made good to an amazing extent. There was nothing useful she did not do, from nursing to driving a motor-car. The tale is told of a bumptious temporary gentleman in the garb of an officer who patronisingly invited his chauffeur to tea at an A.B.C., only to find that she was an Earl's daughter, and the niece of the Colonel-in-Chief of his own regiment. Another peer's daughter cleaned the knives in a hospital for over three years, without a single day's holiday, a barrister's daughter shared with the wife of a judge the duty of "hall boy" at another institution. The feminine offshoots of those embellished in the published peerages took their place without any "side" in dozens of Government departments.

Therefore it is not surprising that girls to-day are independent to a startling degree. I passed through a station at 1 a.m. the other morning and saw three girls, "divinely fair," still sticking to their self-imposed task of ministering as sentry assistants to passing soldiers and sailors who were changing trains at the junction. The deference paid to them by the lads in khaki and blue was impressive to behold. Many girls who might return to a life of ease and indolence are now scandalising their elderly relatives by persisting in remaining in active service. Some are going in for commerce. They can repair a motor-car or make ties for fishing, do odd bits of carpentry, besides possessing a smattering of several arts, and often they have a very fair grasp of literature. They dance and enjoy themselves, but their modernity places them, for the most part, outside the range of indiscretions. The "mashed" is squashed at the outset of his flirtations and is brought back to earth with a bang. The modern girl reads the papers, has her views on public affairs and can argue about them without losing her temper—which her grandmother could not do—is a good claim to her male and female friends alike and can swim, shoot, ride, play tennis or bet with them on equal terms. Even in restaurants she smokes cigarettes, to the horror of the old-fashioned, but she has shed haunting. On the top of it all, she preserves her love for children and her idea of motherhood is that it is the crown of life. Superficially she may startle the unaccustomed on-looker, but in reality she is mostly composed of the right stuff and is all the better for shedding superficialities and social shams and pretences.

THE KAISER.

Some curious rumours are current regarding the ex-Kaiser's intentions when the Dutch Government is faced with a demand for his surrender by the Allies. It has been recognised for some time past that Holland will be placed in a position of peculiar delicacy when this demand is made. The ex-Kaiser came an unbidden and probably unwelcome guest. There can be, however, no doubt about the ultimate result, and the suggestion now advanced is that the head of the Hohenzollerns may make a virtue of necessity, and intimate to The Hague that he will voluntarily give himself up.

Unquestionably this would be the most dignified course for him to pursue. He is already under a very considerable obligation to the Dutch Government, and courtesy almost demands that he should spare his host any further embarrassment. In that case a long diplomatic wrangle may be avoided, and Holland may be spared the necessity of appearing to resent a demand put forth by the unanimous voice of the greater part of Europe.

Meanwhile there is ample evidence that the authorities in London and Paris are not at all enamoured of the ex-Kaiser's trial taking place in either of the Capitals, for it would probably be protracted, dreary and might end in a whitening down of responsibility and thus in something like a whitewashing of the most egotistical monarch that has strutted on the European stage in this generation.

LORD FISHER ON THE NAVY.

CHANGES IN MEN AND SHIPS.

FOOLING THE GERMANS.

(By Admiral of the Fleet Lord Fisher. (First Sea Lord 1902-1910).)

I have never given an interview for publication. I am totally inadequate for an autobiography. I share Lord Rosebery's aversion to those early episodes of the infant life: Nelson when he could hardly walk, asked what fear was, and so on. I have been told by a godfather that I rode 20 miles when six years old and cut an elk's throat in the jungle, and there is a similar story, *ben trovato*, that I refused to be weaned. I confess to being imbued with admiration for one of Nelson's captains, killed in battle, whose epitaph is "Death found him fighting," and all must admire the exits of Nelson, Eljah, and Moses—three wondrous typical men who "did not lag superficially on the stage." Nelson only 49, Eljah walking so rapidly with Elshah, Moses his "eye not dim" nor his natural force abated. Personally, life would lose its charm for me the day I can't wait to the best wait, tune in the world—one of Moody and Sankey's hymns.

There is no doubt that entering the Navy before the days of the Britannia or her predecessor, the Illustrious (I think it was), and when one went straight to a seagoing ship, more especially when not having friends, or money, or family interest, it hardened and endured at that plastic age to endure strife and slights and get ptychodermatous. What, adjectives I did get in those stormy years—domineering, dictatorial, demagogic, sardonic, sinister, saturnine; ruthless, and relentless, and remorseless! I once endeavoured to epitomize the past experience into phrases—and the sweet creature of 17, with a delight in her eye as if she had guessed a riddle, said "Why—that's an autobiography!"

"Aut Caesar aut nullus"—"Reiteration is the secret of conviction." "Consistency is the bugbear of fools." "Importunity is the secret of success." "The mountains of the future are the molehills of the past." "The pavement of life is strewn with orange peel." "History is a record of exploded ideas." "He hates you most who's wronged you most." "Never cut anyone; you lose the opportunity of being disagreeable to him." "Economy brings Victory."

These are good questions put to me as to the stormy past when the Navy got turned inside-out—

1. Why these tremendous changes in the Navy, from 1902 to 1910, were necessary.
2. What personally influenced the determination to bring them about?
3. How, when, and where they were introduced.
4. What was their effect on the progress and development of the Navy?
5. How far they were justified by the events of the war.

"Knowledge is power." Shakespeare is right (he always is) when he says:—

There is a tide in the affairs of men

Which taken at the flood leads on to fortune.

When I went to China (just a midshipman, and about four feet nothing), I was, by a kindly Providence, after serving under the two cruellest officers in the Navy (one was tried for cruelty), sent with a saintly captain, whom the sailors profanely called "Our Heavenly Father." He taught me how to predict eclipses, and he lent me money, for my father, a most gallant gentleman, had so habitually shared his last crust with necessitous friends that there was no crust left for me. Adversity, being the school of prosperity, led me to consider the heavenly bodies with such assiduity as caused me to become the Senior Wrangler of the Navy in 1861. Like a snowball (for success begets success) I rolled on, occupying in turn and in rapid gradation almost every single big appointment in the Navy. So it came about that when on Trafalgar Day, 1904, I was appointed First Sea Lord of the Admiralty, and breakfasted alone with King Edward at Buckingham Palace, though I had entered the Navy penniless, friendless, and forlorn, I was equipped with knowledge and power sufficient to say to anyone who obstructed me *You be damned*, and he was damned.

Knowledge is power. When you have been a kitchenmaid no one can silly you as to how to boil potatoes. So I was able to introduce the wonderful turbine engine, knock out the old type of boiler, and put the water under the fire used to be, so that a ship could get up steam in 20 minutes instead of taking five and a half hours, make an 18-in. gun that easily fired across the English Channel, double the speed of fighting ships, and clear out 19½ millions sterling of parasites, animate and inanimate.

FROM HITS TO MISSES.

First, I felt certain sure that democracy was required in the Navy. The motive power had been sails aloft, it was now machinery; those who controlled the sails had not stooped to oil their fingers, and the real masters of the Navy were the

deceased engineers, whose marmosets were not asked to tea by the other marmosets. This entailed an entirely new system of naval education. I was violently attacked for selecting young officers as consultants, and much obloquy came along for new arrangements which cleared out fossils and gave us what we had at Scapa Flow. It was not apparent to these ostriches that it was these selected young men who would command our Fleets and battle cruisers in the coming war. Physical endurance alone necessitated it, so it was but just that those who were going to do the fighting should determine the weapons. The blue jacket himself had not had set before him the ideals of a modern battle. For, as in the opening scene of *Phaëdra*, the sailors in 1900 were still polishing the brasswork. They did not hit the target. There were two thousand more misses than hits. Lastly, the fighting ships were the emanations of the past—museums of guns and samples of hulls. Money was being squandered on keeping ships in commission in peace-time which in war-time could neither fight nor run away. And so the Dreadnought was born, and she paralysed shipbuilding amongst all the nations of the world for 18 months.

The damned thing was so different. One result was that we had two thousand more hits than misses. The system of the scattered Navy into the big Fleet on its own fighting ground, the North Sea, were other leading features of the great reform.

"NEW TESTAMENT SHIPS."

Besides the Dreadnoughts, or "Old Testament ships," there were the real gems—the battle cruisers, or "New Testament ships," that sent Admiral von Spee to the bottom, and all his fleet. With regard to the guns of these battle cruisers, we practised a low form of cunning. We put them down in the manufacturers' books to the Sultan of Turkey, and Abdul Hamid being the champion liar of his time, the more he denied it, the more sure the Germans were that he was lying when they broke open the safe and saw the Sultan's order in the secret archives. Also, the Germans stole some wrong plans which I had purposely left out on my table at the Admiralty, and wasted 9500 on the job. I congratulated the German Naval Attaché on the Duke of York's steps next morning, and said to him, "You could have had them for nothing."

Our policy was: Have a big preponderance of speed over your enemy so that you can choose your own distance for fighting; the next, the very biggest possible gun (a 20in. gun would have been in the Income-parable had I remained at the Admiralty), and so you hit the enemy when he can't reach you, and therefore all his guns might as well be only pepper-shooters. Consequently, the "Invincible," with her greatly superior speed and her greatly bigger guns, sent Admiral von Spee to the bottom in his "Scharnhorst" without having one single man killed or wounded on board the British ship. That's war! (It's not my task (nor to my taste) to criticize the tactics of the Jutland battle. The fact remains that in spite of miserable ineptitude the Navy won the war. The blockade won the war; timorously won it, but yet it was it, though masses of war material were permitted to pass through because of fear of neutrals. One ship alone with 6,000 tons of copper shelled the German shells to massacre our men (each shell requiring but a few ounces). Still, as someone wrote to me, "G-d ordered it, had the war finished sooner should we now have 15 Republics instead of only two?"

"AN OIL MANIAC."

I am only now asked (in order to satisfy what I think is a pardonable curiosity) to explain the thoughts that brought about these Lutheran changes. For instance, such as that which came into my mind when, once looking at the chart in my secluded room at the Admiralty, in 1905, I saw a large inland landlocked sheet of water unsurveyed and nameless. It was Scapa Flow. One hour after I had gazed on the chart an Admiralty surveying vessel was en route there. Secretly she went, for none but myself and my most excellent friend the Hydrographer knew. No one, however talented, except myself could explain how playing with the pair of compasses I took the German Fleet as the centre for one leg of the compasses and swept the chart with the other leg to find a place for our Fleet beyond practicability of surprise by the Germans. The Fleet was there at Scapa Flow before the war broke out.

Many similar dramatic incidents mark the steps of the great reform. And then came the "Bentley and Hitches," which prevented the direct road to our goal and obliged compliance with that damned word "compromise"—the beastliest word in the English language. And then there was the "bloody-mindedness" of the reactionaries. I regret to add that their attacks on me mightily pleased King Edward (God bless him!). But I am not going to name one of them. "Never fight a chimney sweep, some of the soot comes off on you," as the great Archbishop Whately wrote.

The battle cruisers, or "New Testament" ships, as called them at the moment of their inception, at the spur of the moment, because they fulfilled the promise of the "Old

Testament" ships, were much derided by these reactionaries. I think, just at the very first, Lord Kelvin alone, agreed with me. Lord Kelvin, ages before, had "come many cruises with me in various celebrated ships I commanded—the "Bellorophon," "Northampton," "Indefatigable," and their magnificent successors built during the late war—the "Renown," "Repulse," "Furious," "Glorious," and "Courageous,"—did not use them for the purposes for which they were created. They were diverted to lower uses, but so well conceived were they that they proved their value under conditions for which they were never intended.

AN AMPHIBIAN PROJECT.

Especially was this the case with that great armada of 612 vessels, authorized by Mr. Lloyd George as Chancellor of the Exchequer on half a sheet of notepaper, for landing a million of Russian soldiers 32 miles from Berlin. Yes! amphibian monsters were definitely fixed in my thoughts—weather proof, shot proof, mine proof, torpedo proof, each holding masses of men, and guns, and horses, and motors, plunging their way like huge hippopotami and then crawling up that shore like Tanks (then unknown), each casting off its marine covering and emerging like the war butterfly from the storm-proof chrysalis. The oil engine would have done it; that engine which year will revolutionize commerce and alter the whole art of sea war. I was dubbed "an oil maniac" when I was at the Admiralty in 1885. Lord Ripon, the First Lord, sent for me and told me, I was called as "Radical enthusiast and nicknamed 'Gambetta,' and said he meant to make me a member of the Board of Admiralty. I told him all the rest of the Board would leave. He saw me a week after and confessed it was so; but thank God! I was spared to be Director of Naval Ordnance instead.

Let it not be thought that I am unmindful of the huge debt the country owes to the four First Lords and the two political Administrations and the various Boards of Admiralty from 1902 to 1910. Their unflinching support and determination to make the Fleet efficient and ever instantly ready for battle can never be gainsaid. Were one to begin naming individuals, where would one end? Why, it would be half the Navy List! For it must be emphasized that it was the small, even more than the great, it was the young more than the old, who carried out the great revolution. The cavillings came from gasbags, who made a great show (as a balloon always does), but collapsed when pricked. It was, in fact, the young ones of the Navy, the despised and rejected of mandarins, who were the chief expositors of the new religion. So all those patriots whose work it really was will doubtless kindly accept this explanation of the omission of their names.

THE SECRET OF STRENGTH.

With a reluctance inexpressible have I resented the arena but on all sides what was meant for privacy and for the future, and written accordingly has been demanded of me for publicity and the present, as helpful towards the great economy and drastic scrapping now necessary for our very life as a nation. Imagine two millions a day being spent more than our income, now nine months after the utter disappearance of the German Fleet and a vanished German Army. It is criminal folly. People are so inconsequent. "Economy," they cry, but they won't go without their cream. "Reduce the Navy expenses," say they, but "no discharges!" So it is with that silly crowd who want the British Navy dispersed all over the world and call it efficiency. Nothing on earth is so deadly to sea fighting as the dispersal in peace time of small ships and small squadrons over the face of the globe. A big Fleet and a drastic admiral, and always on their battle ground, that's fighting perfection!

That's how the Fleet got to Scapa Flow before the outbreak of war, immune from torpedo attack. The massacre of the Pegasus by the German fast cruiser "Konigsberg" at Zanzibar was due to this absurd policy of isolated small craft in peace. And it was sad that the mission of the battle cruiser was so totally unappreciated till the "Invincible" sank Craddock's murderer, von Spee, and all his squadron. Tortoises were appointed to catch hares. Millions of tortoises can't catch a hare. The Almighty arranged the greyhound to catch the hare—the greyhound so largely bigger than the hare as to annihilate it; and no case on record is there of a hare hunting a greyhound. So was it with the "Invincible" and von Spee's flagship, the "Scharnhorst" which only a short month before had sunk our poor Craddock in his good hope. Again, turned Turkey into an enemy, naturally escaped because the British battle-cruisers that were in the Mediterranean were not used.

FORESEEING THE SUBMARINES.

If the great battle cruisers that were in the Mediterranean had gobbled up the "Goeben" and "Breslau," as the "Invincible" afterwards gobbled up their sister German ships at the Falklands, there would have been no Gallipoli and the Baltic would have

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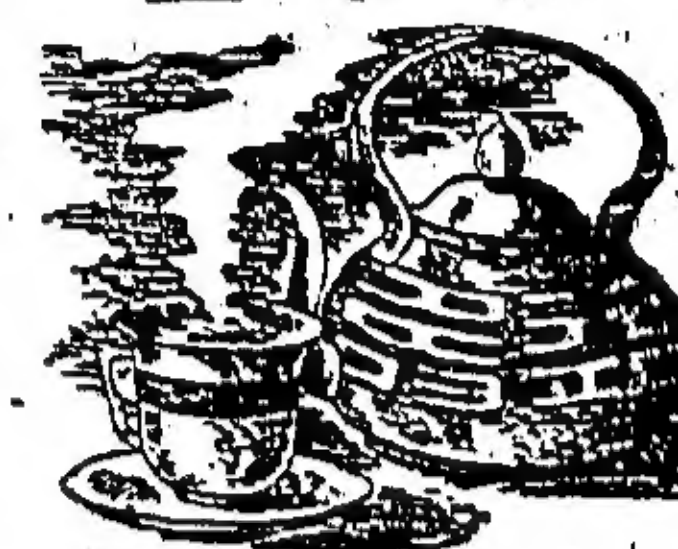
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been occupied and Berlin captured by the Russians' landings on the Fomorian beach safely covered by the British Fleet. But again we must turn to ourselves. "We should not have had our 15 Republics, and more yet to come!" Perhaps, however, the most striking feature of the pre-war period was the astounding not only disregard but absolute ridicule cast on the submarine (one high sea officer called them "playthings"). They sent seven million sterling of British tonnage to the bottom of the sea with their still more valuable and irreplaceable cargoes. The "Aboukir," the "Cressy," and the "Hogue" jauntily and leisurely promenade the vicinity of the hostile coast unaccompanied by their admirals, or by their destroyers. When at the manoeuvres before the war the young submarine commander had torpedoed the hostile admiral three times (such is the story) and claimed the admiral's ship as a prize, all the change he got for his claim was the signal from the admiral, "You be damned!" In a memorandum which I had printed and circulated in January, 1914, seven months before the war, these words may be found in large capital letters:—

"The submarine is the coming type of war vessels for sea fighting." The truth of this memorandum was generously acknowledged at the time by one of the most important members of the Cabinet, with the remark, however, that it was "marked by the statement that the Germans would sink unoffending merchant ships, with their crews."

I was literally persecuted for building submarines while I was First Sea Lord. Thanks to Admiral Bacon and Admiral S.S. Hall, we are what we are. When I left the Admiralty on January 25, 1910, there were 61 efficient submarines and 13 were building. When I returned to the Admiralty in October, 1914, there were only 51. So I sent for Mr. Schwab, of the Bethlehem Steel Works, and he delivered a batch of submarines in five months, an unprecedented feat, as 14 months was the record till then. These "H" type submarines built by Schwab went unconquered from America to the Dardanelles and acted there prodigiously. Mr. Schwab should have been made a duke. If any man ever deserved the gratitude of England, Mr. Schwab is the man.

INTERNAL COMBUSTION ENGINES. This British nation is going to make the same silly mess over the internal combustion engine, which is just as imperative for commerce as for war. Every nation except ourselves is pushing ahead with this engine. Its commercial value is incalculable. Herr Ballin, before he committed suicide, determined on a fleet of 10,000 ton vessels, so fitted. The Scandinavian nations, the Dutch, the Italians, and friend Schwab are all on the push. We have no big ship so fitted that I know of, even thought of. The Board of Inventions (of which I was President during the war) set up an experimental laboratory for the development of the internal combustion engine, but it is ill-fated in size and miserly in its inadequacy. It is metallurgy we want and we can't get it, more than we can get nitrogen out of the atmosphere, on which the German war lived, but we had to rely on the penguins of the Pacific. That's why von Spee was a terror. He would have stopped our nitrate and stopped the war if those big fast battle cruisers the "Invincible" and the "flexible" had not "dished" him, and the Falkland Islands would have been another Heligoland—a German submarine base dominating two oceans.

My dear friend who asked me the five questions I began these articles with summarizes them by wishing to know how far the immense changes in the Navy from 1902 to 1910 both

PRISONER'S THEFT AT VICTORIA JAIL.

ARRESTED UPON RELEASE.

Two prisoners who were among a number released from prison this morning appeared before Mr. Lindsell, one charged with the larceny of a silver watch belonging to the other.

Defendant said that when the property was given back to them, complainant dropped his watch on the ground and he picked it up "with an intention of returning it later. A Chinese constable said that fifteen prisoners were released this morning. They were brought to the Detective office when complainant told him that he had lost his watch. He asked all the men whether they had seen the watch but nobody seemed to have any knowledge of it. He searched them and the watch was found in defendant's pocket. Defendant said that the watch was his.

His Worship: Why didn't you own up when the constable asked about the watch?

Defendant: I was then in the finger prints department, but I heard the constable asking and I said "I have got it" but the constable didn't hear me.

His Worship passed sentence of three months' hard labour.

AN UNUSUAL NOTICE.

Mr. R. Trownce Nelson, by a notice countersigned at the British Consulate at Canton, notifies the public that he has undertaken to educate and bring up, until December 31, 1927, or until their marriage should such take place before the above mentioned date, the following children of pure Manchu descent, to wit:—Miss No Ch'iu-lan at present a student in Poot To Academy, Tungshan, and Miss Tseng Yeh-lan at present a student in St. Hilda's School, East Gate, Canton.

This arrangement has the full approval of the existing parents of the children concerned and is terminable at any time should the parents so desire. The arrangement will also terminate on the demise of the undersigned should such occur prior to the date abovementioned.

in personnel and material (young admirals, Dreadnoughts, submarines, and the North Sea substituted for the Mediterranean) were justified by the events of the war. Barring cases of congenital idiocy, such as the sinking of Craddock, the loss of the "Aboukir," "Cressy," and "Hogue," the escape of the "Goeben" and "Breslau," the massacre of the "Pegasus" at Zanzibar, the sinking of the German fleet at Scapa Flow, the failure to realize northern waters as the decisive theatre of the war, and the passive policy which allowed grass to grow in the corridors of the Admiralty—notwithstanding these untoward facts, the statement holds good that the years 1902 to 1910 of the Admiralty won the war, *The Times*.

TOOK HIS BROTHER'S PLACE.

POLICE COURT STORY OF ARMY HARDSHIP.

A remarkable story was told at Lytham Police Court on August 21 when Louis Goldstein, of London, was charged with falsely wearing army uniform.

The facts, which were admitted, were that a Private Goldstein, brother of the defendant, and a private in the R.A.M.C. left the Squire's Gate Camp, Blackpool, on July 7 on six days' leave. On the 19th the defendant appeared at the camp wearing his brother's uniform, and passed himself off as his brother, who had then become a deserter. It was found out the following day that he was not the man he represented himself to be.

In a written statement the defendant said he had taken the course he did because of circumstances almost beyond human endurance. His brother, after eleven months' service, had been declared unfit for further service and was transferred to class W of the Army Reserve. He then went on work of national importance, but was dismissed because he had to be away from work so much to get medical treatment. He was recruited to the army, and underwent two operations, and a third was recommended, but was not performed. He was suffering from epileptic fits and looked like a living corpse. He ought to have been released on compassionate grounds, as he was an expense and burden to the authorities. His parents had been compelled to sell their business (a small one), as the brother was the only one who could run it. They had also to sell half their home to pay for medical treatment. His brother was suffering from consumption and had to get special nourishment. He (the defendant) had already done all he could to get his brother discharged. He had already served in the army on two occasions, so that they would see he was not taking his brother's place for a holiday. He was willing to go anywhere or do anything to get his brother released so as to relieve his parents and prolong their lives. He had already asked the War Office if he could take his brother's place, but he could not take his brother's place, but he replied that they could not advise him on the subject. The Allies had been fighting to obtain justice, and he had helped them, and he was asking now for a remission of that justice.

The magistrates adjourned the case for a week, and the defendant asked to be allowed to communicate with the Discharged Soldiers' Federation with respect to his defence.

DULL AND GLOOMY?

If you try Pinkettes, the gentle little liver stimulants, and see how quickly these symptoms will be dispelled.

PINKETTES

cure Constipation, torpid liver, biliousness, sick headaches, coated tongue, foul smelling breath, clear the skin. Of chemists everywhere free 50 cents the trial from Dr. Williams' Medicine Co., 95 Sochen Road, Shanghai.

HONGKONG STOCK EXCHANGE.

HONGKONG, 29th OCTOBER, 1919.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.	
Sterling Exchange 4/8 T. T.	
Hongkong Bank, ...	4830 s.
MAKING INSURANCE.	
Canton Ins. ...	440 n.
North China Ins. ...	T. 200 b.
Union Ins. ...	2800 s.
Yankee Ins. ...	1870 n.
Far Eastern Ins. ...	T. 33 b.
FIRE INSURANCE.	
China Fire Ins. ...	1133 n.
Hongkong Fire Ins. ...	345 n.
SHIPPING.	
Donghai ...	82 b.
H.K. Steamboat ...	82 b.
Indo-China (Prof.) ...	82 b.
Do. (Del.) ...	82 b.
Shell Transport ...	1907 b.
Star Ferry ...	30 b. 33 s.
RAFFLES.	
China Sugars ...	1175 b.
Malacca Sugars ...	84 s.

Mining.	
Kallian Mining Adm. ...	90 b.
Langkat ...	T. 19 s.
Shanghai Loans ...	82 b.
Shai Exploration ...	82 b.
Haute ...	82 b.
Tromm Mines ...	82 b.
Ural Coal ...	82 b.
DOCKS, WHARVES, GODOWNS, ETC.	
H. & K. Wharves ...	110 s.
H. & W. Docks ...	175 b. 174 s.
Shai Docks ...	120 s.
New Engineering ...	T. 23 n.
LAUNDRY, HOTELS & RESTAURANTS.	
Central Estates ...	104 n.
Hongkong Hotels ...	120 n.
Hongkong Lands ...	119 s.
Humphreys ...	82 b.
Kowloon Lands ...	82 b.
Land Reclamations ...	175 n.
West Point ...	80 n.

CORPORATE.	
Ewo Cottons ...	T. 425 b.
Kang Yik ...	T. 40 b.
Loan King Mow ...	T. 40 b.
Oriental ...	T. 140 b.
Shanghai Cottons ...	T. 250 b.
Yankee Cottons ...	T. 207 b.

MISCELLANEOUS.	
Cements ...	87 b.
China-Borneo ...	813 b.
China Lights Old 7 1/2 & New 5 1/2 ...	82 s.
China-Providents ...	82 s.
Dairy Farms ...	82 s.
H.K. Electric ...	82 s.
Macao Lk. ...	82 s.
Hongkong Hops ...	82 s.
H.K. Tramways ...	82 s.
Peak Tramways (Old) ...	82 s.
do. (New) ...	82 s.
Steam Laundries ...	82 s.
H.K. Steel Foundry ...	82 s.
Water-works ...	82 s.
Watsons ...	82 s.
Powells ...	82 s.
Wisdoms ...	82 s.

A. KWAI & CO.

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Ship-Chandlers, Coal Merchants, Sail-Makers, General Storekeepers.

Soap and Soda Manufacturers.

Cable Add. "AKWAI". Tel. No. 1322.

BANKS.

Banking Service with AMERICA—direct and personal.

EXPORTERS or importers now engaged in, or thinking of, trade with America would do well to consider not only the special nature of our facilities, but also the personal interest we take in every one of our customers' transactions.

First of all, we offer direct banking service—without intermediary dealings, or unnecessary delays.

Equally important is our personal service. Every transaction is followed through, both here and in America, by our own representatives with a personal interest, the value of which is evident in the service rendered.

May we talk with you about America?

Head Office—NEW YORK.

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Shanghai—Hankow—Peking—Tientsin—Manila, Canton.

Asia Banking Corporation HONGKONG.

[STOCKHOLDING BANKS]

Anglo and London, Paris National Bank, San Francisco Bankers Trust Company, New York City Continental & Commercial National Bank, Chicago, Ill. First National Bank of Portland, Oregon Guaranty Trust Company of New York Guardian Savings Trust Co., Cleveland. Mercantile Bank of the Americas, New York City National Bank of Commerce, Seattle, Washington. National Shawmut Bank, Boston, Mass.

EXCHANGE.

Hongkong, October 29, 1919.

On London ...

On New York ...

On Hongkong ...

On Shanghai ...

On Canton ...

On Peking ...

On Tientsin ...

On Hankow ...

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On Batavia ...

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